

IRON SHIPS.

7198

Rec 8/1/69
1869

No. 2983 Survey held at Glasgow Date June 30
 on the Ship "Hera" Master J. Mitchell
 Tonnage under tonnage deck 1038.4 Built at Glasgow When built 1869 Launched 10 June 1869
 Ditto of poop or spar deck 18.016
 Ditto of engine room 156.22 By whom built J. G. Laurie Owners House of
 Total Register tonnage 1109.701 Port belonging to London Destined Voyage Calcutta
 Gross Tonnage 1132.73
 If Surveyed while Building, Afloat, or in Dry Dock whilst building and afloat

Length aloft	Extreme Breadth	Depth from top of Upper Deck Beam to top of Floor	Power of Engines	Horse	No. of Decks
205	34.9	21.3	5	5	Two
<i>(Dimensions of Ship per Register, length 214.4 breadth 34.9 depth 21.1)</i>					
Keel, if bar iron, depth and thickness	Inches in Ship. $9\frac{1}{2} \times 2\frac{1}{2}$		Inches required per Rule. for $10\frac{1}{2}$ tons Scale. $8\frac{1}{2} \times 3$		Plates in Garboard Strakes, breadth and thickness
Keel, if plate iron, breadth and thickness	Inches in Ship. $9\frac{1}{2} \times 2\frac{1}{2}$		Inches required per Rule. for $10\frac{1}{2}$ tons Scale. $8\frac{1}{2} \times 3$		Ditto from Garboard to upper part of Bilges
Stem, if bar iron, moulding and thickness	Inches in Ship. $9\frac{1}{2} \times 2\frac{1}{2}$		Inches required per Rule. for $10\frac{1}{2}$ tons Scale. $8\frac{1}{2} \times 3$		from upper part of Bilge to a perpendicular height from upper side of Keel of $\frac{3}{4}$ ths the entire depth of Hold
Stem, if plate iron, breadth and thickness	Inches in Ship. $9\frac{1}{2} \times 2\frac{1}{2}$		Inches required per Rule. for $10\frac{1}{2}$ tons Scale. $8\frac{1}{2} \times 3$		from $\frac{3}{4}$ ths depth of Hold to lower edge of Sheerstrake
Stern-post, if bar iron, moulding and thickness	Inches in Ship. $9\frac{1}{2} \times 2\frac{1}{2}$		Inches required per Rule. for $10\frac{1}{2}$ tons Scale. $8\frac{1}{2} \times 3$		Sheerstrake, breadth and thickness
Stern-post, if plate iron, breadth and thickness	Inches in Ship. $9\frac{1}{2} \times 2\frac{1}{2}$		Inches required per Rule. for $10\frac{1}{2}$ tons Scale. $8\frac{1}{2} \times 3$		Butt Straps to outside plating, breadth and thickness
Distance of Frames from moulding edge to moulding edge, all fore and aft	24		24		Gunwale Plate or Stringer on ends of Upper Deck Beams, breadth and thickness
Frames, Size of Angle Iron, single or double	5 3 $\frac{9}{16}$		5 3 $\frac{9}{16}$		Angle Iron on ditto
Reversed Iron, to every frame	to the upper part of Hold		to the upper part of Hold		Stringer or Tie Plates fore and aft, on Upper Deck Beams, outside Hatchways
and or every other frame	to the Gunwale		to the Gunwale		Diagonal Tie Plates on ditto
Floors, depth and thickness of Floor Plate at mid line	25		23		Planksheer, materials and scantlings
Ditto ditto at Bilge Keelson	11		10		Waterway ditto ditto
Size of Reversed Angle Iron, and No. 1 & 2 at top of Floor Plate	3 2 3 $\frac{9}{16}$ 3 2 3 $\frac{9}{16}$		3 2 3 $\frac{9}{16}$ 3 2 3 $\frac{9}{16}$		Flat of Upper Deck, thickness and material
Beams, Deck (No. 1) double Angle Iron, Plate, Tee, or Bulb Iron	8		8		how fastened to Beams
double or single Angle Iron, on upper edge	3 3 $\frac{9}{16}$ 3 3 $\frac{9}{16}$		3 3 $\frac{9}{16}$ 3 3 $\frac{9}{16}$		Ceiling betwixt Decks and in Hold, thickness and material
average space between	4 feet		4 feet		Clamps or Spicketing ditto
Hold, or Lower Deck (No. 1) double Angle, Tee, Plate, or Bulb Iron	8		8		Stringer Plates on ends of Hold or Lower Deck Beams, breadth and thickness
double or single Angle Iron, on upper edge	3 3 $\frac{9}{16}$ 3 3 $\frac{9}{16}$		3 3 $\frac{9}{16}$ 3 3 $\frac{9}{16}$		Stringer or Tie Plates fore and aft outside Hatchways, on Hold or Lower Deck Beams
average space between	4 feet		4 feet		Stringers in Hold
Paddle, sided and moulded, thickness of Plate size of Angle Iron	-		-		Flat of Lower Deck, thickness and material
Engine	-		-		Main piece of Rudder, diameter at head
Keelson, single or double plate, box, or intercostal	-		-		at heel
Size of Plates	10		13 $\frac{1}{2}$		(Can the Rudder be unshipped afloat)
Size of Angle Irons	5 4 $\frac{1}{2}$		5 4 $\frac{1}{2}$		Bulkheads, No. Two Thickness of
Side, single or double, plate, box, or intercostal	20		20		Height up the fore on to upper deck, the after on to frames
Bilge (No. one) at each Bilge, single, or double, plate, or box	5 4 $\frac{1}{2}$		5 4 $\frac{1}{2}$		how secured to the sides of the ship
Transoms, material	and plates, if none, in what manner compensated for.		and plates, if none, in what manner compensated for.		size of vertical angle irons and their distance apart
Knight-heads, and Hawse Timbers	how framed		how framed		
The Frames extend in one length from	middle line to Gunwale		middle line to Gunwale		
The reverse angle irons on the floors extend in one length across the middle line	from to the upper part of Hold Beam Stringer		from to the upper part of Hold Beam Stringer		
Angle Bar on the frames	from and to the Gunwale on alternate frames		from and to the Gunwale on alternate frames		
Keelson, how are the various lengths of plates or angle irons connected?	by lining pieces		by lining pieces		
Plates, Garboard, double or rivetted to keel, double or at upper edge, with rivets ($\frac{1}{2}$ in.) diameter, averaging ($\frac{1}{2}$ in.) apart.					
Edges from Garboards to upper part of bilge, worked clencher, double or single rivetted; with rivets ($\frac{1}{2}$ in.) diameter, averaging ($\frac{1}{2}$ in.) apart.					
Butts from Keel to turn of bilge, worked carvel with butt straps ($\frac{1}{16}$ & $\frac{1}{16}$) thick, double or single rivetted; with rivets ($\frac{1}{2}$ in.) diameter, averaging ($\frac{1}{2}$ in.) apart.					Do the butt straps lap over and rivet through the lands of the strake below? No
Edges from bilge to sheerstrake, worked carvel with a lining piece () thick, or clencher, double or single rivetted; with rivets ($\frac{1}{2}$ in.) diameter, averaging ($\frac{1}{2}$ in.) apart.					Do the butt straps lap over and rivet through the lands of the strake below? No
Edges of Sheerstrake, double or single rivetted? At upper edge Single to Bulw. At lower edge Double					
Butts from bilge to planksheers, worked carvel with butt straps ($\frac{1}{16}$ & $\frac{1}{16}$) thick, double or single rivetted; with rivets ($\frac{1}{2}$ in.) diameter, averaging ($\frac{1}{2}$ in.) apart. Breadth of laps in double rivetting ($\frac{1}{2}$ in.) Breadth of laps in single rivetting ()					
Butt Straps of Keelsons, Stringer and Tie Plates, double or single rivetted?					Double
Planksheer, how secured to the plating of the sides					how Bulwards with how Straps
Waterway, how secured to the plating of the sides					Gutter, cemented.
Deck Beams, how secured to the side?	Beam ends turned down with welded keelson riv. to Frames		Beam ends turned down with welded keelson riv. to Frames		
Hold or Lower Deck ditto					
Paddle					No. of breasthooks Five crutches
What description of Iron is used for the Frames, Beams, Keelsons, Tie and Stringer Plates, Outside Plating, &c.?	Crossed Angle Bars		Crossed Angle Bars		
Manufacturer's name or trade mark					

We certify that the above is a correct description of the several particulars therein given.

Builder's Signature J. G. Laurie Surveyor's Signature D. Dargatzis

IRON 444-0245

Lloyd's Register
Foundation

7198 Lm

Workmanship. Are the lands or laps of the clenclwork in all cases in breadth at least five and a half times the diameter of the rivets in double rivetted edges and butts, and at least three and a quarter times the diameter of the rivets where single rivetting is admitted? Yes
 Do the edges of the carvel work and of the butts lay close together throughout their length without requiring any making good of deficiencies? Yes
 Do the fillings between the ribs and plates fill in solid with single pieces? or are they in short lengths of various thicknesses? Solid lengths
 Do the holes for rivetting plate to frames, butt straps, or plate to plate, &c., conform well to each other? Yes and are the rivet holes well and sufficiently countersunk in the outer plate? Yes
 Are there any rivets which either break into or have been put through the seams or butts of the plating? a very few, in corners of Bu

Her Masts, Bowsprit, Yards, &c., are in Good condition, and sufficient in size and length. (If they are of Iron or Steel give the Scantlings of Plating, Angle Irons, &c., and further explain by a Sketch showing how the lower Masts and Bowsprit are constructed, showing the number of Plates and Angle Irons, mode of rivetting, quality of Materials, and if stamped with Maker's name.

A double deck
No. of Sails

She has SAILS.	CABLES, &c., tested at <u>Sunderland by Hartness</u>	No. on Chain seen by me.			No. and date on Certificate			Fathoms.	Inches.	Tons.	ANCHORS, tested at <u>Sunderland by Hartness</u>	No.	No. on Anchor seen by me.			No. and date on Certificate			Weight. Ex. Stock.	Tons.
		No.	Date	No.	Date	No.	Date						No.	Date	No.	Date				
Fore Sails,	Chain	803	12/5/09	300	1 1/2	55 1/2				Bowers	3	1376	12/5/09	30.2.14	29.8.14					
Fore Top Sails,	Hempen									Stream	1	1374	12/5/09	30.0.14	28.13.14					
Fore Topmast Stay Sails,	Stream Cable			90	10							1375	12/5/09	25.3.0	25.8.0.14					
Main Sails,	Hawser			90	9								12.1.0							
Main Top Sails,	Towlines			90	5 1/2					Kedges	2		5.1.18							
	Warp												3.1.14							
	All of <u>Good</u> quality.																			

Her Standing and Running Rigging Galv. Wire sufficient in size and Good in quality.
 She has two life boats Long Boat and Lifeboat. Lifeboat & Lifeboat
 The present state of the Windlass is Simon & Capstan new and Rudder new Pumps two

Order for Special Survey No. 6109 Date July 23/09 DATES of Surveys held while building as per Section 18.
 1st. On the several parts of the frame, when in place, and before the plating was wrought
 2nd. On the plating during the progress of rivetting quite under special survey from the 1st of Jan'y 1869 to the 30th March 1869
 3rd. When the beams were in and fastened, and before the decks were laid
 4th. When the ship was complete, and before the plating was finally coated
 5th. After the ship was launched
 State if she has a Spar Deck No Poop Yes or Forecastle Yes

General Remarks,
 The Frames are spaced 24 ins apart, centre to centre, and are doubled with Angle Bars same size as frames for half the ships length in midships.
 The Fore & main Masts & Bowsprit of iron each of four plates. Injoin of three plates 7/8 & 7/8 thick, lands double clenched and butts treble carvel riveted.
 The Fore, main & Cross-jack Yards and lower Topsail Yards each of two plates 7/8 & 7/8 & 4/8 thick, lands single and butts double and treble clenched riveted.

In what manner are the surfaces preserved from oxidation? Inside Flat of Bottom with Portland Cement
 Ditto ditto Outside Red lead and patent grease.

I am of opinion this Vessel should be Classed A.
 The amount of the Fee£ 5 : - : is received by me,
 July 1869 Special£ 55 : 9 :
 Certificate (if required)£ 10 : - :
 Committee's Minute 9th July 18 69

Character assigned A / A to P

(Large blue ink stamp and signature)
 Alex. Linton
 J. B. Darling
 This sailing ship built by Messrs. [unclear] is eligible for Classification as recommended above.
 Lloyd's Register Foundation
 2019